

## What's happening now?

WSDOT is currently evaluating the potential effects of tolling I-90 across Lake Washington. In 2012, the state Legislature directed WSDOT to

*“ . . . undertake a comprehensive environmental review of tolling Interstate 90 between Interstate 5 and Interstate 405 for the purposes of both managing traffic and providing funding for construction of the unfunded state route number 520 from Interstate 5 to Medina project . . . ”*

## What is the I-90 Tolling Project timeline?



Over January and February 2013, WSDOT hosted three public scoping meetings and received roughly 3,400 comments to help determine the scope, or range of issues, to study in the environmental analysis.

The proposed timeline for completing the environmental document is:

<b>Early 2013</b>	EA Scoping Round 1
<b>Mid 2013</b>	Revised Scoping Report published
<b>Late 2013</b>	EIS Scoping Round 2
<b>Mid 2014</b>	DEIS comment period
<b>Late 2015</b>	FEIS to the Legislature

WSDOT will conduct a second round of scoping to offer the public an opportunity to provide input on the revised I-90 tolling purpose and need statement and range of alternatives. The public will have another opportunity for formal comment when the Draft Environmental Impact Statement is published in 2014. In order to toll I-90, FHWA would have to sign off on the completed environmental document and sign a Toll Agreement with WSDOT as part of the federal Value Pricing Pilot Program. The state Legislature would also need to pass an authorizing bill.

## Did you know...?

- 2,900 miles of Interstate highways are currently tolled around the nation.
- I-90 is tolled at seven locations across the U.S.
- The Federal Highway Administration's Value Pricing Pilot Program (VPPP) prescribes variable tolling on Interstates as a means to provide improved operations and revenue generation during peak periods.
- Fifteen states, including Washington, participate in FHWA's VPPP, allowing tolls on existing facilities without reconstruction or replacement.



## Developing a Solution Over a Decade

- **1999** - Trans-Lake Washington Study discussed tolling SR 520 and I-90 to fund the replacement of the seismically-vulnerable SR 520 Bridge.
- **2006** - SR 520 Expert Review Panel recommended tolling I-90 as one way to generate funding for the SR 520 program.
- **2009** - SR 520 Legislative Work Group issued a report stating that if the remaining SR 520 funding gap was not filled through new Federal or State revenue, “to be identified over the next year or two”, then “general tolling of I-90 to fill the gap starting no sooner than 2014” should be considered.
- **2012** - The state Legislature directed WSDOT to study tolling I-90 between I-5 in Seattle and I-405 in Bellevue.

## For More information

**Visit our website to learn more about the project:**  
[www.wsdot.wa.gov/projects/I90/CrossLakeWATolling/](http://www.wsdot.wa.gov/projects/I90/CrossLakeWATolling/)

**Sign-up for e-mail updates:**  
[www.wsdot.wa.gov/projects/I90/CrossLakeWATolling/](http://www.wsdot.wa.gov/projects/I90/CrossLakeWATolling/)

**For questions and comments:**  
[i90study@wsdot.wa.gov](mailto:i90study@wsdot.wa.gov)



# Cross-Lake Washington Corridor



## Connecting the region's growing employment centers across Lake Washington

By 2030 the Puget Sound region will be home to 1 million more people, provide 640,000 new jobs and accommodate 40 percent more traffic. One of the most important pieces of the regional system is the Cross-Lake Washington Corridor.

The corridor relies on the I-90 and SR 520 bridges, two parallel highways that operate as one system to connect the region's major employment and population centers over a 22 mile long body of water. Improvements are planned for both bridge systems in preparation for the immense growth expected in all of the surrounding employment and population centers.

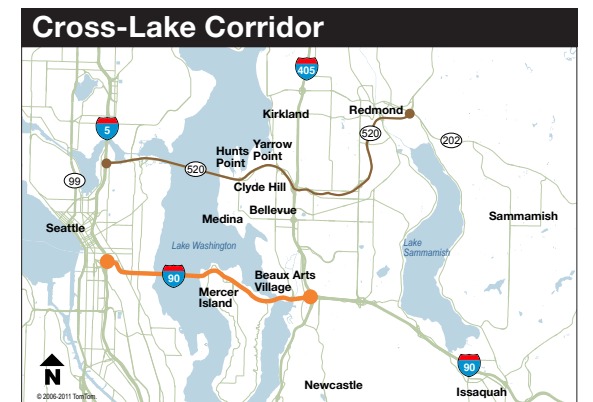
## Completing the System

WSDOT is facing two key challenges with the Cross-Lake Washington Corridor:

- Completing the SR 520 bridge program.
- Balancing traffic between I-90 and SR 520 to increase mobility of people and goods.

To address these challenges, WSDOT began tolling the existing SR 520 bridge to generate \$1 billion in revenue toward completion of the program. We are currently constructing the SR 520 Eastside Transit and HOV, Floating Bridge, and Pontoon Construction Projects.

WSDOT needs roughly \$1.4 billion to complete the I-5 to Medina: Bridge Replacement and HOV Project that would replace the Portage Bay and west bridge approach structures, both vulnerable to earthquakes because of hollow bridge columns.

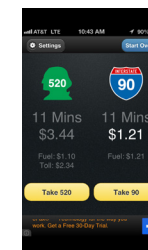


*I-5 to Medina project: safety improvements include new Portage Bay and southwest approach bridge structures, lids at 10th Avenue/Delmar Drive and Montlake Boulevard, and new transit and carpool lanes.*

## A mobile approach to Cross-Lake travel

*Did you know that urban travelers are delayed in rush hour traffic nearly one week (40 hours) per year, and in total, Americans spend 4 billion hours per year stuck in traffic? Since SR 520 tolling began in 2012, traffic volumes on I-90 have increased, serving 15,000 more vehicles a day as of December 2012.*

*Several companies created mobile apps to help travelers navigate current Cross Lake WA traffic. For example, Yocero created “520 or 90” to help Cross-Lake travelers determine whether SR 520 or I-90 will save them time and money. These “Cross-Lakers” log-on to 520 or 90 and the app will tell them how much each bridge will cost to cross based on fuel usage and toll.*





## A Completed Cross-Lake Corridor

Designated a SMART (*Sustainable, Multimodal, Accessible, Reliable, Technology*) corridor by the Puget Sound Regional Council, by 2030, the Cross-Lake Corridor will move nearly 500,000 people per day over Lake Washington. Current projections estimate that roughly 323,000 will be single occupancy vehicles, 70,000 will be carpools, and 48,000 will be on transit.

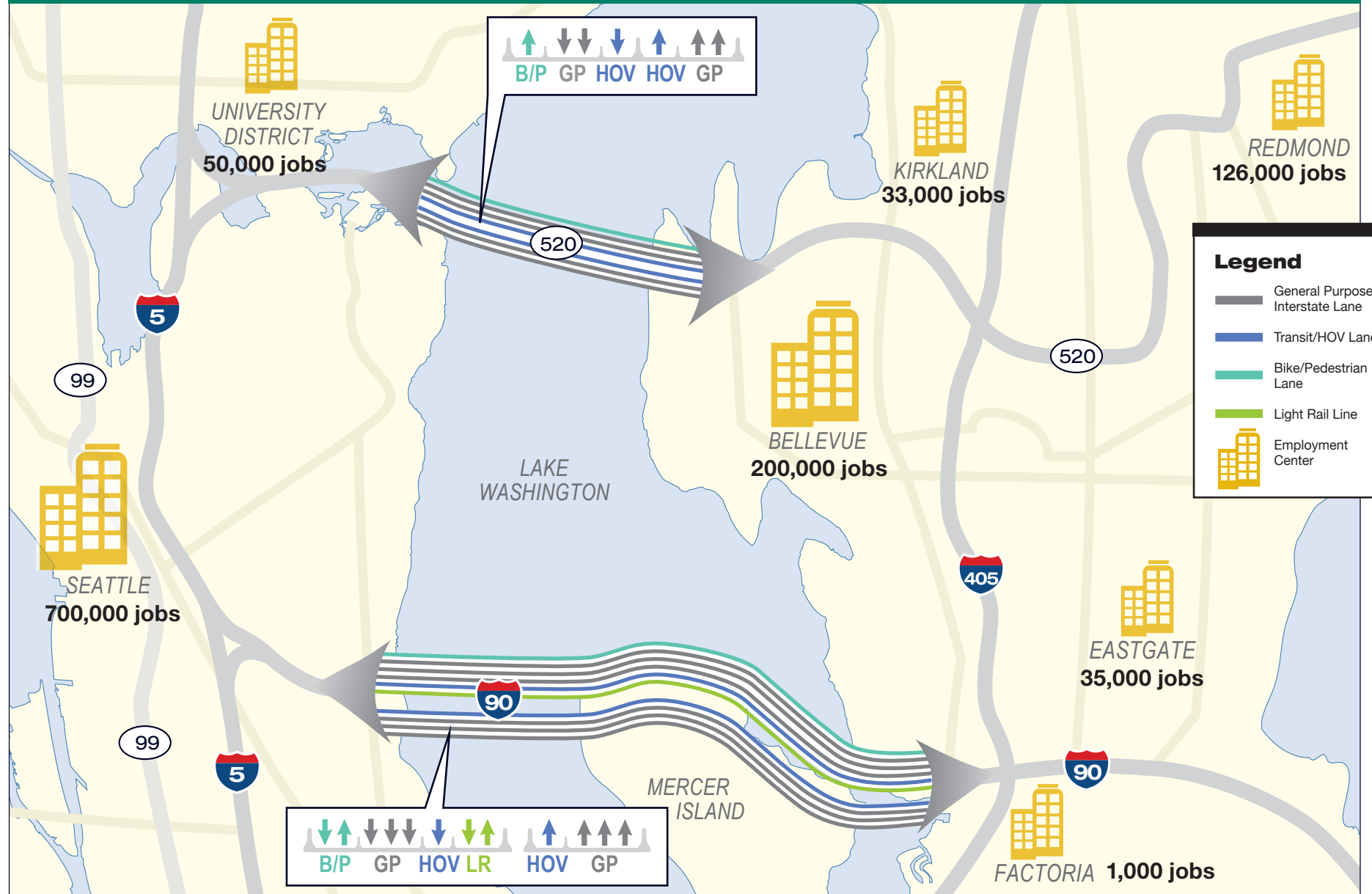
WSDOT's Moving Washington strategic plan includes a Cross-Lake Corridor vision to reduce congestion through increased HOV lanes, transit stations and bicycle-pedestrian mobility. Interdependent parts of the Cross-Lake Corridor include Sound Transit's East Link light rail, the construction of transit and carpool lanes across I-90, and the SR 520 Bridge replacement.

## A Multi-Modal I-90 Bridge



The current I-90 HOV lane in the center roadway will be relocated to the outer roadway lanes and operate both directions all day, resulting in improved transit schedule reliability and shorter commute times for all drivers. Variable tolling on I-90 will help balance traffic between SR 520 and I-90, providing a more reliable Cross-Lake Washington trip.

## A Fully Functioning Cross-Lake Washington System in 2023



\*Job numbers reflect 2030 projections from the 2010 PSRC Land Use Forecast update

## Critical to Business and Economic Development

- Employment sectors with fastest projected growth are information technology, business services, life sciences, tourism and visitors, and clean technology.
- Washington is home to the largest concentration of aerospace workers in the nation and central Puget Sound is home to one of the highest concentrations of aerospace firms in the world.
- The Puget Sound is home to a software publishing workforce with an employment concentration 13 times the national average. Wireless telecommunications carriers, like T-Mobile in Eastgate, support an additional 3.47 jobs for every worker in the industry.
- Microsoft alone contributed \$10.22 billion to the Washington state economy in 2009. Through its employment, compensation, and instate purchases,
- the software giant's operations in Washington supported 252,863 jobs. (Economic impact study conducted in 2011 by University of Washington professor Theo Eicher.)
- Amazon, Boeing and the University of Washington employ roughly 110,000 people in the Seattle area.

## Benefits:

- Moves More People** - Completes the HOV system on SR 520 to complement two-way transit and light rail on I-90.
- Improves Safety** - Builds a safer Cross-Lake Washington Corridor by replacing the vulnerable SR 520 Portage Bay bridge and west approach structure.
- Provides a Reliable Trip** - Enhances Cross-Lake Washington Corridor operations by using variable tolling to increase reliability for cars and transit.

## A New SR 520 from I-5 to Medina



The completed SR 520 corridor from I-5 to Medina will connect Seattle to the Eastside with a regional shared-use path, improved bicycle and pedestrian connectivity, and enhanced transit connectivity and reliability by extending the transit/HOV lane to Seattle.